Educational facilities available in the Shertallai taluk were not adequate. There were only 6 schools in that taluk, against 30 in the Tiruvalla taluk. The percentage of literacy in English in the Shertallai taluk was only 2, while it was 10 in the other taluk. In view to afford greater facilities, 2 more English Schools should be opened in Shertallai.

DEWAN'S REPLY: Mr. Krishnan, the first part of your representation, namely, the improvement of the means of communication, was dealt with in my reply to the last speaker. Then you talk of introducing uniformity in the methods of valuing improvements on land and giving the share due to tenants. I think it is purely a matter of usage and customary law for interpretation by the civil courts and not a matter in which the Government can interfere in any way. If you want any special legislation in the matter it is for you to move your representatives in the Legislative Council to interest themselves in the matter when the Council takes up the question of the Jenmi Kudiyan Bill.

You want more schools in Shertallai. It is not the policy of Government to open more English Schools. But there is not the slightest objection to private schools being opened; of course, to obtain recognition, you will have to apply to the Director of Public Instruction who is competent to sanction or otherwise to deal with the matter.

117. Needs of the Vaikam taluk.

MR. VARKI AIPORA (*Member, Vaikam taluk*) first spoke about the need for the improvement of the Pallipuram-Kadutturutti road. The portion of the road between Nerekadavu and Turuvelikkunnu had been encroached upon by adjacent land-owners and converted into wet lands or canals. These encroachments should be removed and the road made fit for traffic.

The Chemmanakari and Akkarapadam *karas* in the Vadakkemuri *pakuthi* were water-logged, being bounded by the Ittipuzha river and the Vembanad backwater, and there were no schools there or proper means of communication. The inhabitants found it difficult to go to Vaikam to purchase provisions or to attend courts and schools. There was a distance of half a mile from the Ittipuzha river to the Vaikam-Udiyamperur road, and a distance of a mile between the Ittipuzha river and the Chemmanakari Excise Station. There were no pathways connecting those places, but there was a ferry service at the Ittipuzha crossing. Private lands were used as public thoroughfares for going to Vaikam. But very often the beaten traces through the private holdings were obstructed by the owners of the lands and the travelling public often experienced great difficulty. A road should be opened starting from the Chemmanakari Excise Station and leading to the Vaikam-Udiyamperur road. If a road could not be constructed, at least, a bridle path should be opened.

There was heavy boat traffic from the Ittipuzha river to the Murinjapuzha river, but the waterway between the two was very circuitous. Boats had to be taken from Ittipuzha to Vettikattumukku and from there to the Murinjapuzha river. There was formerly a *todu* from the Muzhikkal Excise Station to Panjipalam connecting the rivers. Portions of it had been silted up and portions encroached upon by the adjacent land-owners. If the encroachments be removed and the canal deepened and widened, communication between the two rivers would be rendered very easy.

Although the Government had spent some money in repairing the Kaniyan *todu*, it was not sufficiently deep to allow the free flow of water and consequently the adjoining fields were being damaged by the stagnation of water. In view to prevent such damage and make the *todu* more useful to the agriculturists, it should be further repaired and deepened.

Much damage was caused to the paddy lands at Kandanad and Udiyamperur by the stagnation of water there. In view to drain such water, a drainage canal to the *kayal* at Mankayil *kadavu* should be cut by connecting the existing canals at the eastern and western ends of the fields.

Two bridges were required, one at Murinjapuzha and the other at Poottotta on the Vaikam-Udiyamperur road, which was much used for motor traffic and by pedestrians. There were *junghar* services at both the places but much delay and inconvenience were casued to the travelling public at the crossings. The ferrymen were

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seldom at their posts and they often demanded fare for taking people and vehicles across the waterways. In view of the above, bridges at the two places should be constructed at an early date.

There were more than 2,000 acres of paddy lands in Udiyamperur Kizhakkumbhagam and Kandanattu Padinjarebhagam included in the Manakunnam *pakuthi*. There was a canal running through the middle of the paddy lands extending from Poottotta to Trippunittura. Ordinarily only the Kanni crop could be raised on those lands and they had to be sown in Medam. But that was not possible and the crops were destroyed by the accession of brackish water during the six months ending the middle of Edavam evey year. The accession of brackish water could be prevented if an enbankment (*chira*) be constructed at Kandanad. The width of the canal at that place would only be 100 links. A similar *chira* was being put up annually by the Cochin Government at Kaniyampalli for the benefit of the lands belonging to that State and situated north of Kandanad. In view of its importance, the work should be finished in 1102 itself.

The member complained that the Agricultural Department was not extending its activities to the northern taluks of the State. The Director of Agriculture should be asked to tour in all the different parts of the State, ascertain the needs of the agriculturists such as the construction of *chiras* and canals at the proper places and report them to the Government. Mere opening of demonstration farms or the import and sale of chemical manure was not sufficient.

Lastly, a dispensary should be opend at Kadutturutti. It was 18 miles away from Kottayam and 10 miles away from Vaikam and consequently, the local inhabitants, were not having medical aid at the proper time.

DEWAN'S REPLY : Mr. Varki Aipora, the general opinion is that the improvement of the Pallipuram-Kadutturutti road between Nerekadavu and Turuvelikunnu will be very useful to the public. That being the case, the Chief Engineer will undertake to call for estimates for a general improvement of the road.

The improvement, the widening and rendering canals navigable, is a large scheme in the Vaikam taluk. However, it will be taken up and investigated. Meanwhile the people at the place can help a lot if they will endeavour to clear the canals of the water-hyacinth and other weeds which block them.

In regard to the deepening and widening of the Kaniyan *todu* money has been sanctioned for it and provided in the budget. The delay is due to the fact that certain lands have to be acquired under the Land Acquisition Regulation. The necessary declarations have been called for ; and as soon as they are received and published in the *Gazette*, the work will be proceeded with.

The construction of a *chira* in the Poottotta *todu* is much on the same lines as a scheme which is under the consideration of the Cochin State regarding the construction of a *chira*, in the Konnar river on the boundary line. It is proposed to have a joint inspection by the Public Works officers of the two States. As soon as this is done, it will be possible for us to consider that matter with a view to giving effect to the best possible arrangement.

In regard to the dispensary at Kadutturutti, the Administrative Board, Medical Services, has already recommended the opening of a dispensary at Kuravilangad. That will serve the people of Muttuchira which is the centre of the Kaduthurutti *pakuthi*. That recommendation is now under consideration.

Any other points I have not touched upon will be considered in due course.

The member repeated that the *chira* was absolutely necessary and said it would be enough if it were put up at the place selected by the Cochin Government.

DEWAN : It will be considered.

118. Urgent needs of the Kottayam taluk.

MR. NAINAN EIPE (*Member, Kottayam taluk, Group I*) said that, in point of wealth and education, Kottayam had become one of the foremost taluks of the State but its further development was hampered by the want of proper means of communication. The roads within the Municipal limits were narrow, curved and full of

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